FREIGHT SHIPMENTS LIGHT

Large Falling Off in Business When Compared with This Time Last Year.

Both Through and Local Traffic Affected by the Shutting Down of Industries-The Pennsylvania's Telephone rystem.

The train records show that in the week ending July 15 there were 573 more loaded cars received and forwarded than in the week preceding, yet, when compared with the business of the corresponding weeks of 1892 and 1891, it will be noticed that business is at a low ebb. In the corresponding week of 1892 there were 2,991 more loaded cars handled, and in 1891 2,020 more. While a certain percentage of this falling off is due to the slow manner the new wheat crop is coming to market, the principal cause is the inactivity of the industries. Not at any time in the last twelve years have the shipments of local manufactories been so light, and a freight man, in speaking of this, remarked; "Yes, and this is true all over the country. On Saturday I met a commercial agent at Pittsburg, and he said that not in the last twenty years has the freight tonnage of Pittsburg been as light as through the month of June, and, what was worse, he could see but little encouragement for the fall and winter traffic." East bound, the shipments of flour and live stock are now beavier than in July, 1892, but the shipments of grain and manufactured products are the lightest of any July in many years. To say that the fast-freight line agents are discouraged and looking for unpleasant news in the way of cutting down expenses is no exaggeration. Local business could hardly be more flat. The wholesale men are shipping but little, the furniture and lounge manufacturers, engine and boiler makers are not loading one car where they usually load ten. The platform men have plenty of time to smoke and talk politics, but have nothing to say as regards striking for more wages. But the opinion 18 ventured that by Aug. 1 there will be a general improvement in business. Below is given the number of cars received and forwarded at this point for the week ending July 15, as compared with the corresponding weeks of the preceding two

Name of Road.	Loaded cars, 1893.	Loaded cars, 1892.	Loaded cars, 1891
L., N. A. & C., Air-line	. 376	371	339
I., D. & W	. 324	411	461
C., H. & D. (Indi'p'l's div.	790		899
L. E. & W(1. & V	570		674
(1. & V	. 669	628	
Penn'a lines J., M. & I.		1,096	822
Chie Kodia		635	
(Col'bus div		1,498	1,485
Peorla & SEast div			1,194
Eastern ? West div	. 894		984
(Chicago div			1,679
Big Four Cincin'ti div	. 1.644		
lines St. Louis div			1,736
Clev'I'nd div			
Vandalia	1,739	1,666	1,878
Totals	15,002	17,693	17.02
Empty cars		4,612	4,764
Total movement	. 19,013	22,305	21,786

War on the Ticket Scalpers. The Minnesota ticket brokers and the

Minnesotarailroad companies have buckled on their armor for a fight to the death. The new anti-scalper law, passed on April 19, goes into effect this week and is very stringent. It makes it a State offense for any man to sell, barter or transfer railroad tickets or other evidence of the holder's right to travel, except he be provided with a license from the railroad or steamboat company over whose lines said ticket is issued, and also with a license obtained from the Secretary of State within ten days after the issuance of the company's certificate. Every agent of every rathroad company represented in this State must be provided with a certificate of authority, by his company, next Wednesday morning, and also with a State certificate on or before Saturday, July 29, or be liable to arrest for violation of the law as a scalper. Nearly all the railroads having ticket agents in Minnesota have already provided them with certificates, and when the ten days' grace have expired there is no doubt but that every agent will have a State certificate anugly in his possession. Should any line be delinquent in this matter some interesting complications may arise. All scalpers have decided to ignore the law. A test case will be made up as a result and sent to the Supreme Court, which will pass upon the law's constitutionality.

The Pennsylvania's Telephone.

The Pennsylvania Company has just made an addition to its facilities which marks an important advance in railroad history. A system of long-distance telephone connections has been established between the most important points along the system, including New York, Jersey City, Philadelphia, Wilmington, Baltimore, Washington, Harrieburg, Altoona, Pittsburg and Chicago. The wires in each oity run into the private offices of the executive officers of the Pennsylvania Railroad Company, so that the responsible heads of the system have within touch the means of instant communication with one another. The sistem is for the exclusive use of the higher officials of the company and for the transsetion of the company's business, and under no circumstances will the privilege be extended. No outsider will be allowed its use, even though he may desire to talk to one of the officials of the company. The introduction of the new system is credited to Third Vice President Charles E. Pugh, who gave the scheme his personal attention, even to the making of the contracts with the telephone companies.

Fast-Freight Lines Cutting Down Expenses. Mr. A. R. Lafferty, Canada Southern agent at Cincinnati, will retire on Aug. 1. Mr. Lafferty has been connected upwards of thirty years with the C., H. & D. road, and has been a faithful agent.

Mr. Edward Wally, foreign freight agent of the New York Central lines at Boston, has retired, and Mr. J. L. Snelling has been appointed in his place. Mr. William Bond, Blue Line agent at New York for twenty years, will retire

William B. Hoyt, Canada Southern line agent at Philadelphia, has resigned.

Boston to Vancouver. The Pacific coast extension of the "Soo" railroad, it was announced by the company last night at St. Paul, will be ready for trains by Sept. 15. Arrangements are being perfected for the starting of trains between St. Paul and Menot, N. D., July 31. and the sixty miles to a connection with the Canadian Pacitic will be completed by Sept. 1, when trains will run between Boston, and New York, and Vancouver, via St.

Big Suit Against the F., F. W. & W. C. G. Patterson, the principal contractor on the Findlay, Fort Wayne & Western railroad, has filed a lien against the com-

DELICATE WOMEN Or Debilitated Women, should use

BRADFIELD'S FEMALE REGULATOR. Every ingredient possesses superb Tonic properties and exerts a wonderful influence in toning up and strengthening her system, by driving through the proper channels all impurities. Health and strength guaranteed to result from its use. "My wife, who was bedridden for eigh-teen months, after using Bradfield's Female Regulator for two months is getting well."

J. M. JOHNSON, Malvern, Ark. BRADFIELD REGULATOR Co., Atlanta, Ga. Sold by Druggists at \$1.00 per bottle.

pany for a balance due him for work not called for by his contract smounting to \$342,206,92,

Traffic Notes. In the week ending July 15 the Pennsylvania lines handled at Indianapolis 5,558

cars; 3,439 being loaded. The Big Four lines showed some increase in business at Indianapolis over the week ending July 8, handling here a total of 10,245 cars, 7,764 being loaded, which was an increase of 324 loaded cars in the week ending July 15.

The Cincinnati, Hamilton & Dayton was a little off last week, handling at Indianapolis but 1,053 cars, 790 being loaded. Increased inquiry for empty cars from the I., D. & W. makes a better exhibit probable the coming week.

Traffic with the Peoria & Eastern is still below its usual volume. But few roads feel a light grain movement more seriously than does the P. & E. Last week the two divisions handled at Indianapolis a total of 1,965 cars, 1,639 being loaded.

The west-bound movement over the Vandalia last week was the lightest of any week in years, dropping to 667 loaded cars. Its east-bound tonuage was very satisfactory, reaching 1,072 loaded cars. Fully 50 per cent. of the east-bound business is live stock, and fruits and vegetables from Southern points.

With most lines the loaded-car movement is about evenly divided The Pennsylvania line (Indianapolis division) brought in last week 629 and forwarded 677 loaded cars. The Bee line division of the Big Four brought in 838 and forwarded 911 loaded cars. The Louisville division of the Pennsylvania brought in 404 and forwarded

430 loaded cars. Personal, Local and General Notes. Channey M. Depew, president of the New York Central, has postponed his trip

The Wabash earned the first week in July \$270,230, an increase over the coaresponding week of 1892 of \$21,104.

A. E. Robbins, superintendent of the To-ledo division of the Columbus & Hocking Valley road, spent Sunday with friends in this city. Chalmers Brown, president of the Rail-

way Officials' and Employes' Association, spent Sunday with his aged mother, in Delaware, O. C. D. Harper, formerly with the Monon,

the Chicago & Milwaukee steamer line, with headquarters in Chicago. The latest report is that D. Creamer, trainmaster of the east end of the Chicago division of the Big Four, is also to be given

the west end, with an assistant. The Pennsylvania holds the record for carrying the greatest number of long-distance passengers to Chicago, one train last week carrying 378 through passengers.

William H. McGee, said to be the oldest passenger conductor in the United States in point of service, died on Friday last at Petersburg, Va. He hadrun a train for fifty Rumors unfavorable to the future of the

Louisville, Evansville & St. Louis road are afloat, one being that it is likely to fall into the hands of a receiver. Careful inquiry failed to get any foundation for such a re-The establishing of a through line be-

tween Louisville and Chicago over the

Ohio & Mississippi and the Big Four is bringing cars of the O. & M. through Indianapolis for the first time in the history of that road. Travel from Chicago is now fully as heavy as to Chicago. Train 18, over the

Big Four on Saturday brought out of Chicago 285 passengers, and the trains of the Monon and the Panhandle coming south were crowded. While the eight-dollar round-trip rate, Indianapolis to Chicago, was in force the three lines carried more people from In-

dianapolis proper, according to its popu-

lation, than they took out of Cincinnation its twelve-dollar round-trip rate. The Chicago & Eastern Illinois earned in the first week of July \$92,500, an increase over the corresponding week last year of \$5,300. This road has earned since Jan. 1, \$2,196,365, an increase over the cor-

responding period of 1892 of \$237,679. The stockholders of the Peoria, Decatur & Evansville have, after considerable dillydallying, ratified the consolidation with the Chicago & Ohio River road, and approved of the new joint issue of \$10,000 .-

000 five-per-cent. consolidated bonds. Thomas McDermond has been assigned to run the ten-wheel passenger engine 180, of the Big Four, which has been in several wrecks and is just rebuilt from the wreck of a few weeks ago at Lafayette. Until in good working order the engine will haul

Report has it that General Manager Greene is to make J. H. Garaghty purchasing agent of the Cincinnati, Hamilton & Dayton. Mr. Greene brought him from the Columbus & Hocking Valley to the Big Four, and he followed Mr. Greene to the

Griffin car wheel and foundry works. The Southwestern Dispatch has made arrangements to work business in and out of Indianapolis. Its east-and-west road is the Toledo, St. Louis & Kansas City. It will reach Indianapolis over the Monon. via Frankfort. This is another fast-freight line which is no stickler for rates, it is

President Ingalls, of the Big Four, left Cincinnati last night for Cleveland, and J. Q. Van Winkle left here for Cleveland to meet him there to-day. Mr. Ingalls expects to be in Indianapolis to-morrow, and will on Thursday go to St. Louis, inspecting, with General Superintendent Van Winkle and Chief Engineer Kittridge, the western

A prominent railroad man, who chanced to be in the train sheds of the Union Station on Saturday, remarked: "Those in charge of trains in these sheds should come to St. Louis, and learn how to line up trains. If it took an hour to get a train in line with those standing beside it, it would be done, as it greatly aids in a stranger

find his train." By order of John Egan, superintendent of the train agents on the Big Four system, the train agents which have been for some months running on the old Bee line division of the Big Four and on the Peoria & Eastern lines are transferred to the Chicago division, running through from Cincinnati to Chicago. The passenger conductors will change at Indianapolis as hereto-

E. A. Peck, general superintendent of the St. Louis & Iron Mountain read, spent Sunday with his family in this city. He looks rather carn worn, says he has been in his position thirty-five days, and twenty-five of those he has been on the lines. He has been over every foot of the road the company owns, most of it two or three times. He says be finds a much better class of railroad men on that system than they had

been reported to him to be. I wo or three bright, popular local railroad men have under contemplation the establishing of a brokerage bureau, the purpose being to procure rates for shippers to the best advantage, having arrangements with the roads to get all advantage there is in rates and paying the bureau men a certain per cent. on all the business they secure for the road. The friends of the bureau take the position that this method of doing business would be much more economical for a road than keeping a half dozen men as solicitors at such a place as Indianapolis in the interest of the roads and fast-freight lines.

GENERAL WEATHER BULLETIN.

Forecast for Monday. WASHINGTON, July 16 .- For Indiana-Generally fair Monday, preceded by showers to-night in southeast portion; warmer in central portion; westerly winds.

For Illinois-Fair, preceded in southern portion by local showers; northerly winds; slightly cooler in northern portions. For Ohio-Local thunderstorms to-night, followed by fair during greater portion of

Monday; warmer; southwesterly winds.

Local Weather Report IN ANAPOLIS, July 16. Time. | Bar. | Ther. | R. H. | Wind. | Weather. | Prec. 7 A. M. 29.92 70 93 South Cloudy 7 P. M. 29.84 74 86 North Cloudy

Maximum temperature, 88; minimum tem-perature, 68.6. The following is a comparative statement of the temperature and precipitation for July 16, 1893: 0.16 Normal..... 0.12 Departure from normal...... Excess or deficiency since July 1 -0.04 -2.19 *0.81 Excess or deficiency since Jan. 1 -345 C. Paulock, Observer. Weather Bureau.

NEWS IN SUNDAY'S JOURNAL.

Resume of Important Events at Home and Abroad Chronicled in the Issue of July 16.

Eight of the persons prostrated by heat at Chicago died. The gold reserve is steadily climbing to the \$100,000,000 mark.

from Malta to Alexandria on rumors of impending trouble. Forty-five victims of the Pomeroy (Ia.) eyclone were removed to hospitals at Sioux City. One died on the way.

An English war ship has been hurried

The Tories nave mapped out a new programme for obstruction of the home-rule bill in the debate on the estimates. Lightning struck the camp of the Wisconsin National Guard, killing one soldier and wounding six others and a woman.

The German army bill has been finally passed by a majority of sixteen votes and the special session of the Reichstag closed. A train near Bilbao, Spain, was derailed while rounding a curve and plunged down a precipice. Many were killed and injured. There were heavy runs on the banks at Kansas City, but, with two small exceptions, all the institutions withstood them successfully.

The Schliesinger syndicate, of Negaunee, Mich., one of the largest mining corporations in the world, representing \$20,000,000, is in financial difficulty. Governor Altgeld has appointed Hon.

John Ervin, of Tuscola. Ill., superintendent of the Insane Asylum of Kankakee, and Mr. Ervin has accepted. In a fight with 600 pirates in Chinese waters, recently, sixty government soldiers were killed, three gunboats routed and the ships they were guarding captured by the

National League Ball Games-St. Lonis 8. Brooklyn 3; Pittsburg 19, Washington 0; Boston 7, Cincinnati 4; New York 7, Cleveland 3; Chicago 9, Baltimore 1; Philadelphia 7, Louisville 6.

freebooters.

[From the Second Edition of the Sunday Journal.]

The Columbus Handicap. CHICAGO, July 15.-Rudolph won the money and Yo Tambien the glory in today's Columbus handicap, the greatest race ever run in the West. Conceding eventeen pounds to the winner, the Kendall stables mare was but a half length behind when the finishing line had been passed, and her handling by Jordan was not the best. A length and a half away came another Western horse, Ray S., who was only a half length in front of Loudon. Illume was fifth. Then followed the two Eastern horses, Diablo and Lamplighter. Michael came next, and Morello, carrying the public's money and an injured jockey, and limping from his own hurts. What figure the great Futurity winner might have cut but for an accident at the post will never be known. In some way the colt stumbled in a false start and fell, receiving injuries and laming the jockey so that he asked Pettingill to excuse him, but this was refused. Morello's shoulder was bruised and a big lump was made on the side of his head. After the race he limped when being led to the stable.

A threatening forenoon made way for an afternoon of sonshine and heat, and Washington Park contained a crowd of eighteen thousand when the big race was called. The track was probably a second slow, nevertheless the world's record for a mile and three-sixteenths was equaled in the Columbus handicap.

At the outset, in the betting for the handicap, Morello was marked 5 to 2 on most of the books, with 8 on one or two boards. A steady flow of money wore the price down until it was 8 to 5 at the post. The Kendail stable pair, Yo Tambien and Maid Marian, and Rudolph were second favorites at all times, going to the post at 5. Lamplighter advanced from 5 to 7; Diablo, the Brooklyn handicap winner, was 8, and Loudon and Santa Anna were 10. Lamplighter was given a round of cheers when they passed the stand, but the most applause was lavished upon Morello. Yo Tambien and Maid Marian did not parade. There was a twenty minutes' delay at the post. Taral spoiled one good start, but Morello fell and the talent felt grateful to Diablo's rider. Finally they were sent away to one of the prettiest starts ever seen in a race, being in almost perfect alignment and all moving. The crowd broke out into a cheer, which did not die away until long after the race was over. As they scurried past the stand Maid Mar-ian, Rudolph, Wildwood and Highland were almost head and head, a length in front of Ida Pickwick and Morello, at whose shoulders raced Michael and Loudon. The rest were in a bunch, except Poet Scout, who was trailing. The plan of the Kendall stable was now made apparent. Maid Marian moved out of the bunch and at the quarter was leading. But Miller, on the favorite, set out to thwart it. He took Morello forward and began a fight with the maid for the lead, but did not eatch up. Rudolph was running easily in third place. Highland, Ida Pickwick and Yo Tambien were next in order, with Lamplighter in the middle of the bunch. Maid Marian had increased her lead at the half at least two lengths, and many shouted, "They will never catch her." but the little filly here nearly run her race. At the three-quarter head. At the latter's hips was Rudolph, rora still galloping without much apparent exertion. Then followed Yo Tambein, Wildwood, Loudon, Highland, Michael, Santa Anna, Diablo, Huron, Lamplighter, Ray S., Pickwick, Illume and Poet Scout, in the order named. The first four were sep-

arated from the rest by daylight, but it was, all in all, a very compact bunch. Turning into the stretch Maid Marian gave up the fight and dropped back into oblivion. Morello led but only for an in-stant. He made a side turn, and Rudolph and Yo Tambien at once took advantage of it, the order in the stretch being Rudolph, Yo Tambien and Morelio, only necks apart. followed by Ray S., who had made a wonderful gain. Then came Lamplighter and Diablo. Simms and Taral were working hard on the Eastern pair, but soon saw it was a hopeless task. Once well straightened out Morello again moved in front. and at the eighth pole looked like a winner, the crowd cheering madiy, but he had been exerted to the utmost. Irving now for the first time called on Rudolph, and the Ætna stable horse immediately went into a commanding lead. Ray S., running with a great show of speed next to the inner rail, was Rudolph's only dangerous competitor, for Yo Tambien had been kept back for a final effort, and Lamplighter and Diablo, despite the efforts of their jockeys, were losing ground. The crowd anticipated the result and wildly shouted "Rudoiph, Rudolph!" But with long, steady strides a chestnut mare came gailoping along in the outside, slowly and surely cutting down the leader's advantage. It was Yo Tambien. Irving saw the danger, and to his cool head and hard work may be attributed Rudolph's victory. Rudolph just

won by a half length, with Yo Tambien nearly two lengths before Ray S. London came fast at the finish, and got fourth position. Aside from his injuries Morello was not ridden with good judgment. Summary: Third Race-The Columbus handicap, for three-year-olds and upwards, worth \$20,000 to the winner; \$3,000 to the second; \$2,000 to the third; mile and three-sixteenths. Rudolph, 107 (Irving), 5 to 1, won, whipping, by half a length; Yo Tambien, 118 (Jordan), coupled with Maid Marian in the betting at 5 to 1, second, driving, by a length and a half; Ray S., 113 (Porter), 30 to 1, third, by half a length. Time, 1:59%. Loudon, 101 (A. Clayton), 10 to 1; Illume, 108 (Noble), 20 to 1; Diablo (Taral), 8 to 1; Lamplighter, 126 (Simms), 7 to 1; Michael, 110 (Britton), 12 to 1; Morello, 113 (Miller), 8 to 5; Poet Scout, 115 (Allen), 20 to 1; Highland, 108 (Thorpe), 40 to 1; Huron, 111 (Martin), 30 to 1; Ida Pickwick (Williams), 20 to 1; Maid Marian, 100 (Perkins), and Santa

Anna, 108 (Morris), 10 to 1, also ran. A Rector's Parting Shot.

BUFFALO, N. Y., July 15 .- Rev. Henry A. Adams, formerly rector of St. Paul's Episcopat Church, this city, and later of the Church of the Redeemer, New York, has joined the Roman Catholic Church. In a letter setting forth the reasons for his action, he says, among other things: "Not only in her failure to teach, and by the inconsistencies of her whole theory, did the Episcopal Church grow more and more a cause of shameful sorrow to me, but much more keenly so when I beheld, after ten years of bitterest experience and knowledge of her ways, the miserable fiasco of her parochial and institutional existence. Without a parallel in history the parish system of the Protestant Episcopal Church stands at this time the most stupendous and ridiculous monstrosity in Christen-dom. With a rector called by a vestry made up of the rich men of the place-a rector intimidated, harassed, made by his very tenure impotent, the bired mouthpiece of this vestry of rich men, sometimes

immoral, often ignorant, usually officious, siways in the way. Here he teach these rich masters of his what they already know and like. He is to conduct service as they direct. He is to tolerate and indorse any abomination which may have been (and usually is) established in the parish. He is to belie himself, his message, God's very word, for peace sake. And they are the 'successful' rectors (poor,

dumb slaves), who have been able to keep

everybody happy and questions and ideas of a disturbing nature in the dark. "Again, in her conditions to the poor, her speech of equivocating coquetry towards the sects, in her judicial system, in her no-policy, in her utter lack of discipline, coberence, espirit du corps, in her vacillation, failure, pretensions-she crushes out of earnest men their faith in her as the divinely planned and ruled. She breaks the hearts of her most loyal sons. She either easts them forth, or ruins them as men and priests by forcing them into untrue, un-frank, unprincipled and helpless acquies-cence in the less than right."

Cruelty to Immigrants.

NEW YORK, July 15,-The immigrante from the English steamship Red Ses, which arrived from Bremen Thursday night and have since been detained on board, were landed on Ellis island to-day. The agents of the big steamship companies here denounce the bringing in of immigrants under such conditions as those on the steamer Red Sea, insisting that the torwarding of immigrants on a steamship previously used for cargo only should not be permitted by law. Twelve fever cases were found among the immigrants, and there were several contract laborers among the list. The Labor Commissioner has taken the affidavits of a number of passengers who allege numerous instances of cruelty and starvation during the sixteen days spent on board the vessel. Six witnesses have come forword to swear that a Pole had an eye gouged out by one of the ship's crew for trying to secure food. Another report laid before Dr. Senner was to the effect that a passenger was strung up by the hands to a crossbeam and kept suspended there for objecting to the rations

and asking for more bread. Captain Bustin, of the Red Sea, in a sworn statement, denied the charges of starvation and ill treatment. He claims the immigrants were plentifully supplied with food and water, which there was on board an abundance. The ship itself, as it lies off Liberty island, is filthy from top to bottom. Dr. Senner will investigate the matter thoroughly.

Death of General Kelton,' WASHINGTON, July 15.—Brigadier General John C. Kelton, retired, died at his residence, at the Soldiers' Home, near this city. General Kelton has been ill for a couple of months, it is understood with

Bright's disease. -John Cunningham Kelton was born in Delaware county, Pennsylvania, June 24, 1828. He was graduated at the United States Military Academy in 1851, and served on the frontier till 1857. He was instructor in infantry tactics and the use of small arms at the academy until April, 1861. He served during the civil war as assistant adjutant-general, with the exception of two months in 1861, when he commanded a brigade in Missouri as colonel of the Ninth Missouri Regiment. He resigned his volun-teer commission in March, 1862, but was in the field during the advance on Corinth and was on Gen. Henry W. Halleck's staff from July of that year to July, 1865. He was breveted lieutenant-colonel, colonel, and brigadier general in 1865 for "most valuable and arduous services." June 15, 1880, he attained the staff rank of colonel. He was the inventor of numerous improvements in arms and cavalry accoutrements and was the author of several

books on tactics. French Gunboats in Siamese Waters. BANGKOK, July 15 .- The French gunboat Forfait arrived at the bar at the mouth of the Memam river to-day. This is the fourth French war ship to arrive, the Lutin, Comete and Inconstante being already here. When the Forfait arrived she saluted the British cruiser Pallas, which is lying off the bar, and her salute was returned by the British war ship. A better feeling now

prevails in the city. The French Captain Thoreaux has arrived within two days' journey at Battam-bank, a village on the Gulf of Siam, to the southeast of Bangkok. He is in command of a party that is conveying the rebellious Annamites, who were recently captured by the French, at Khong, on the Mei Khong

Possible Case of Cholers.

PHILADELPHIA, July 15 .- It was reported at the health office to-day that a member of the crew of the steamer Allegheny, from Cette, France, which was detained at the breakwater federal quarantine yesterday, was suffering from a disorder which showed symptoms of cholera. The physicians who examined the man pronounced the case suspicious, and ordered the patient isolated until it was positively determined by them whether or not the man was a cholera patient. The steamer will be detained until the Marine Hospital physicians on duty at the breakwater are satisfied on this

Aurora Boreslis.

CHICAGO, July 15 .- Reports from various points in Minnesota, Wisconsin and northern Michigan and lows tell of a beautiful pole she was leading Morello by only a display of aurora borealis. The auwas preceded by an electrical storm of great violence which was felt from Nebraska to the far Eastern States. This greatly hampered telegraphic service and since the advent of the aurora telegraphic business in many sections has been almost at a standstill owing to the peculiar influence.

The Boycott Lifted.

Boston, July 15.—Secretary Baer, of the United Society of Christian Endeavor, to-day sent the following telegram to H. N. Highbothom, president of the world's fair: Accept congratulations. You will never regret your action of yesterday, and the click of your turnstiles will be heard in the land, made merrier than ever by thousands of Christian Endeavorers. No longer antagonistic nor indifferent, but heartily enthusiastic, i, for one, mean to do everything in my power to make the fair a financial success.

Tornado in Ohio, LIMA, O., July 15 .- Word has just reached here that a tornado passed through the town of Leipsie this afternoon. It destroyed the Catholic Church, unroofed many dwellings, and demolished the large warehouse west of the Nickel-plate junction. Loss, \$30,000. So far as can be learned no one was injured. Leipsic is twenty-five miles north of Lima.

Trouble in a Catholic Diocese. LOUISVILLE, July 15 .- There is a probability that the papal delegate, Mgr. Satolli, may be called upon to adjudicate a dispute in the Louisville Diocese, Charges are made that Father Gambon, the new pastor of the rich parish of St. Patrick, received his appointment after a "concursus," at which other candidates were not notified to appear.

Representative Breckinridge Will Wed. LOUISVILLE, July 15.—The engagement of Representative C. P. Breckinridge to Mrs. Louise Scott Wing, widow of Rumsey Wing, ex-minister to Peru, has been announced. It is understood that the wedding will take place just before the extra session of Congress. Mrs. Wing lives here.

Jealousy Causes a Double Tragedy. Los Angeles, July 15 .- Lucas Scesion. a wealthy capitalist and miner, to-day shot and killed his wife and then killed himself. Jealousy is supposed to be the cause. Scesich was sixty years old while his wife is much younger.

Georgia Street Duel. SANDERSVILLE, Ga., July 15 .- In a street duel here to-day both participants, Richard P. Roughton and Fred Rawlings, promipent citizens, were killed. Roughton was shot through the head and Rawlings just below the heart.

Old Theater to Be Demolished. LONDON, July 15 .- The Duke of Bedford, one of the richest of London landlords, has refused to renew the lease of the Drury Lane Theater. Therefore, after an exist-

In Hard Luck.

St. Peter-Well, what did you do on earthf Shade-I wrote college songs. St. Peter-Well, you push clouds for two hundred years and then come back. Just

"ADMIRAL."

The one recognized eigarette by the intelligent "Admiral" does not nor never can be controlled by the trust.

push; don't shove.

COPY OF STATEMENT OF THE CONDITION

-OF THE-

Concordia Fire Insurance Company

On the 30th day of June, 1893.

J. H. INBUSCH, President. GUSTAV WOLLAEGER, Se	cretary.
The amount of its capital is	\$500,000
THE ASSETS OF THE COMPANY ARE AS FOLLOWS:	
Cash on hand and in the hands of agents or other persons Bonds owned by the company, bearing interest at the rate of — per cent, as per schedule filed, market value. Loans on bends and mortgages of real cetate, worth double the amount for which the same is	\$30,992.66 93,830.00
mortgaged, and free from any prior incumbrance	487.955.00 98,701.20 6,962.80
Total assets.	\$718,481.77
Losses adjusted and not due Losses unadjusted. Losses in suspense, waiting for further proof. All other claims against the company. Amount necessary to reinsure outstanding risks.	\$5,276.13 15,386.66 6,927.64 21,740.26 388,437.43
Total liabilities	\$437,768.00
State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the abovement of the statement of the condition of the above-mentioned company on the 30th day of shown by the original statement, and that the said original statement is now on file in this office [SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, of July, 1893. J. O. HENDERSON, Auditor	this 8th day

COPY OF STATEMENT OF THE CONDITION

Springfield Fire and Marine Ins. Co.

On the 30th day of June, 1893. Located at 292 Main street, Springfield, Mass. A. J. WRIGHT, President. Capital stock is. Capital stock paid up is..... THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents..... Bonds and stocks owned by the company, bearing interest at the rate of — per cent, as per schedule filed, market value.

Loans on bond and mortgage, being first lien on unincumbered real estate, worth double the amount loaned.

Debts otherwise secured.

All other securities. LIABILITIES. Losses adjusted and not due..... Losses unadjusted
Losses in suspense and awaiting further proof.
All other claims against the company.
Amount necessary to reinsure outstanding risks. State of Indiana, Office of Auditor of States I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June. 1898, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 10th day of July, 1893.

J. O. HENDERSON, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

Hartford Life and Annuity Ins. Com'y

On the 30th day of June, 1893.

Located at No. 230 Asylum street, Hartford, Conn. R. B. PARKER, President. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash deposited in bank on reserve fund.

Real estate unincumbered.

Bonds and stocks owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value.

Loans on bonds and inortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

Debts for premiums LIABILITIES. Losses unadjusted
Losses in suspense, waiting for further proof.
All other claims against the company
Amount necessary to reinsure outstanding risks. 297,139.70

State of Indiana. Office of Auditor of State:

I. the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day June, 1893, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 10th day of July, 1893.

J. O. HENDERSON, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

The Prudential Insurance Company - OF AMERICA. -

On the 30th day of June, 1893. Located at No. 761-769 Broad street, Newark, New Jersey.

JOHN F. DRYDEN, President. FORBEST F. DRYDEN, Secretary. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons tiled, market value

Loans on bonds and mortgages of real estate, worth double the amount for which the same is

mortgaged, and free from any prior incumbrance.

Debts otherwise secured.

1,695,643.12

4,137,903.00

80,554.39

Debts for premiums. LIABILITIES.

Total liabilities...... \$6,622,411.69 State of Indiana, Office of Auditor of State: 1, the undersigned. Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1893, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 6th day of July, 1893.

J. O. HENDERSON, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

INSURANCE COMPANY ORIENT

- OF THE -

On the 30th day of June, 1892.

Located at No. 5 Haynes street, corner Pearl street, Hartford, Conn. JAS. U. TAINTOR, Secretary. CHAS. B. WHITING, President.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash in hands of agents.

Real estate owned by the company, unincumbered.

Interest accrued Loans on mortgages, first liens.

Loans secured by pledge of stocks and bonds. 24,354 93 27,879 89 11,940.00 Losses adjusted and due.

Losses adjusted and not due.

Losses unadjusted.

Losses in suspense waiting for further proof.

Amount necessary to reinsure outstanding risks \$215,931.04

State of Indiana, Office of Auditor of State: I, the undersigned, At iter of State of the State of Indians, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 20th day of June, 1883, as shown by the original statement, and that the said original statement is now on file in this office [SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 10th day of July, 1893.

J. O. HENDERSON, Auditor of State

ence of 266 years, the theater will be de- THE SUNDAY JOURNAL moltshed.

Will be sent by mail to any address for

PER ANNUM.